



Pacific Coast Office
Seattle World Trade Center
2200 Alaskan Way Suite 110
Seattle, WA 98121
(206) 443-1738

April 11, 2016

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: City of Seattle - South Lander Street Grade Separation FAST Grant Application

Dear Secretary Foxx:

As part of its mission, the Transportation Institute works to ensure development of U.S. waterborne commerce. To accomplish that goal, the maritime economy needs to have safe, efficient landside transportation infrastructure so freight can move on railways and highways. The Transportation Institute is writing to express our support for the City of Seattle - South Lander Street Grade Separation Fixing America's Surface Transportation (FAST) Grant Application.

For nearly 20 years, this project has been prioritized in every study of freight access in the Duwamish, including the 1998 and subsequently updated Freight Action Strategy (FAST Corridor), the joint Port of Seattle/City of Seattle Industrial Areas Freight Access Program, the WSDOT State Freight Plan, and the City of Seattle Freight Master Plan. This is a project of statewide and national significance that is long-overdue and is a tremendous opportunity for the City of Seattle, Port of Seattle, the Puget Sound region, and Washington State.

Unfortunately, S. Lander Street is closed for an average of 4.5 hours daily due to train traffic, impacting the mobility of tens of thousands of peoples and severely impacting freight access to port and manufacturing facilities critical to the local and national economy. These delays have a negative impact for our members, their employees, and their contractors because it prevents efficient loading and discharging of shipping containers.

Building the S. Lander Street overpass is important for Seattle's maritime economy because it is a vital route for freight and general travel in the largest manufacturing industrial center in the Pacific Northwest. It is important to improve the reliability for travel to Interstates 5 and 90 and other key national freight corridors. It provides direct connections to Port of Seattle facilities and freight operational support centers, which contribute to 75,000 existing jobs and an additional 25,000 jobs that are forecasted by 2040. The average pay for a job in Washington is \$52,000, while maritime workers are paid an average of \$70,800—totaling over \$4 billion in wages in 2012.

The United States' economy needs strong, efficient infrastructure so we can compete globally. On behalf of our members, I encourage you to approve the application from the City of Seattle for a \$55M FAST Grant. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, reading "Richard Berkowitz". The signature is fluid and cursive, with the first name "Richard" and last name "Berkowitz" clearly legible.

Richard Berkowitz
Director, Pacific Coast Operations

cc: Senator Maria Cantwell
Senator Patty Murray
Governor Jay Inslee
Congressman Jim McDermott